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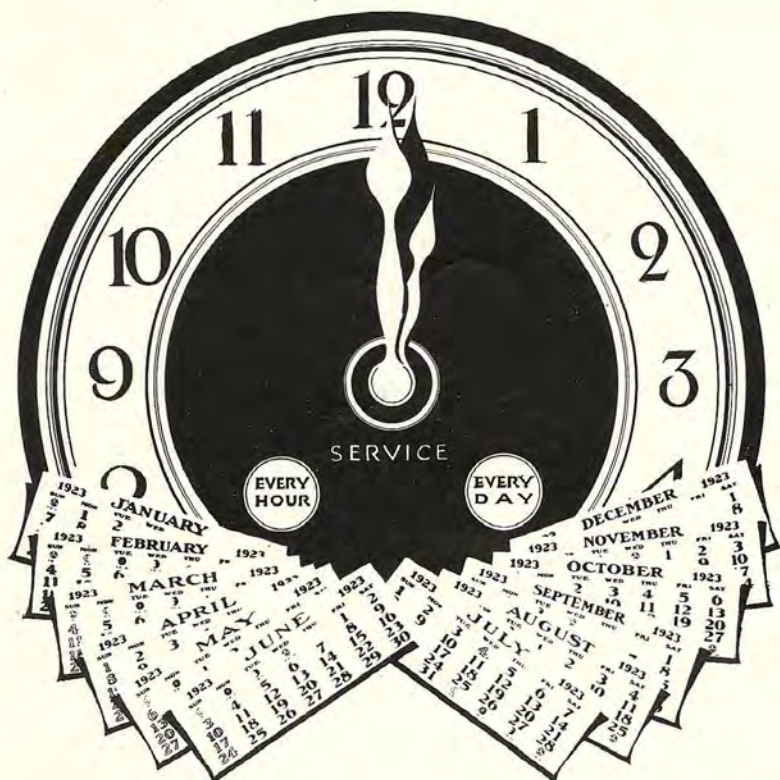
GAS and ELECTRIC NEWS

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August 1923



PERISTYLE AT EDGERTON PARK



SERVICE to the public is the aim and end of all public utilities. ¶ They are monopolies only so they may give better and cheaper service. ¶ They are supervised by the Public Service Commission to safeguard the public and the companies. ¶ Good service is taken for granted. It is the rare lapse that arouses comment. If the gas did not burn, or the electricity work, everyone would know it. ¶ The gas does burn, and the electricity works, steadily, faithfully and almost unvaryingly, because steady, faithful effort is behind them day and week and month and year in and out.

GAS AND ELECTRIC NEWS

Vol. 11

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The City of Rochester One of the Company's Largest Customers

IT is almost an axiom that we do not give much attention except at intervals to the established things that run along smoothly, and that we take for granted as a matter of right the basic fundamentals which make life and business worth while, as for example, good health and good customers.

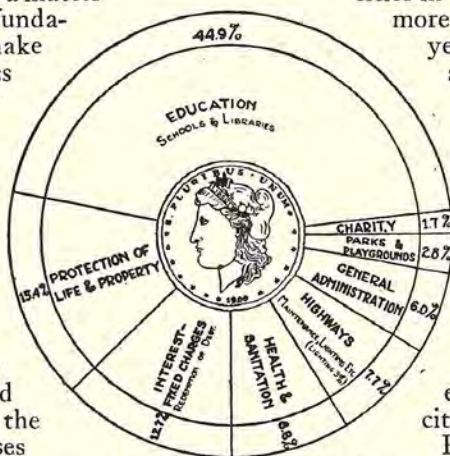
In this connection, a recent check-up of Company sales showed that the City of Rochester is one of our largest customers, and led to an analysis of the many important uses which the city makes of the gas and electricity purchased by it.

As all Company employees are taxpayers either directly or indirectly, a brief resume of this analysis will be interesting.

Rochester as a customer of the Company uses our products in all of its operating departments as follows: Department of Public Works; Department of Parks; Department of Engineering; Department of Finances; Department of Public Safety; Department of City Planning; Department of Municipal Research; Department of Public Health, Department of Water Supply, etc.

As stated frequently in the daily press of the City as well as in many national publications, Rochester is considered to be one of the best lighted cities in the world. It uses

more electrical energy per year for lighting its streets and parks than does the City of Paris, a much larger and commonly believed to be a more brilliantly lighted city. This energy is purchased from our Company. While a large amount of energy is used, the citizen of the City of Rochester pays but 3% of his tax dollar for street lighting as shown on the chart



How Rochester's Tax Dollar Is Spent

above which also summarizes his expenditure for other important items, such as education, health and sanitation, highways, parks and playgrounds, protection to life and property, etc. It is apparent that this lighting cost is very reasonable, especially when it is considered that many other cities having comparatively mediocre lighting pay much more proportionally. This Company in producing the energy for this illumination, is gratified at having a municipal customer whose engineers in co-operation with its own can make such a commendable

showing in the lighting field. Our Company and the City are continually on the lookout for new improvements in street lighting, and the local developments have been copied by many other cities.

The matter of street illumination, however, is not one of mere brilliancy or aesthetic display. Well-lighted streets, actually retard crime and prevent many serious accidents, and therefore loss of life and damage to property. A reduction in fire loss has been evident in recent years due to the lighting of fire alarm boxes while Electric lamps are of late performing a new mission in their use locally as safety beacons and guides for Rochester's ever-increasing traffic.

The co-operative policy whereby the major portion of the Company's

city electric circuits have been placed underground, especially in connection with repaving work, has resulted in material benefits in character of service rendered by the Company, as well as saving money directly to the taxpayer. The underground system reduces interruptions in service to a minimum, while the laying of such systems in advance of new paving work saves the great expense of cutting into and repairing the pavement at a later date.

The City and the Company also co-operate to render efficient electrical service to citizens, through the work of the Park Department in keeping the trees on the streets where it is still necessary to maintain overhead lines well trimmed.

In connection with paving and other improvements the use of Company products is also evident, as the City Contractors in street and other work have followed the example of the Company, and are using electrically driven equipment fed from the Company's mains wherever the same is economical.

The City used, during the year 1922, 10,147,791 K. W. H. of electricity in the illumination of the streets, and 2,708,146 K. W. H. to light the municipal buildings. During the same period over 11,197,000 cubic feet of gas was also utilized in city buildings.

During the summer months no lighting facilities are more appreciated than those which serve the public parks, more especially Ontario Beach, and Durand Eastman parks where thousands of citizens gather evenings to bathe and rest.



Electricity as a
Fire Sentinel
Is Always On
Guard

← CHARITY 47c. per \$1000 assessed valuation
← RECREATION —Parks, Playgrounds 80½c. per \$1000 assessed valuation
← GENERAL ADMINISTRATION \$1.688 per \$1000 assessed valuation
← HIGHWAYS —Maintenance, Lighting, Etc. \$2.180 per \$1000 assessed valuation
← HEALTH and SANITATION —Including collection and disposal of garbage, ashes, refuse, etc. \$2.508 per \$1000 assessed valuation
← INTEREST—FIXED CHARGES . Redemption of Debt \$3.636 per \$1000 assessed valuation
← PROTECTION OF LIFE AND PROPERTY Police, Fire, Building Inspection, \$4.378 per \$1000 assessed valuation
← EDUCATION —Schools and Libraries \$12.779 per \$1000 assessed valuation
This space represents \$28.444 CITY TAX on \$1000 assessed valuation

Cost per \$1000 Assessed Valuation

ITEM	Cost of Each per \$1,000 Assessed Valuation
Ash Collection	\$.7381
Refuse Collection and Disposal	.1894
Garbage Collection and Disposal	.5596
Fire	2.1071
Police	1.9896
Schools	12.46
All Other Activities	10.40
Total tax rate per thousand valuation	\$28.44

The Company is interested in the work of the Department of Public Safety not only because of the Company products which the Department uses, but because it benefits in being able to procure as employees citizens who have come to know many of the common accident hazards. Through the practise of modern safety methods in connection with its traffic problem, the City is daily educating hundreds of children and adults to be more careful. This teaching, so far as it relates to children, is amplified by health talks and accident instruction in the public schools and we can safely predict, as future employers of the rising generation, that their training along these lines will be reflected in more careful and industrious employees, as well as better citizens.

Another phase of the accident problem which is relieved by a constant vigilance on the part of all safety agencies is that of employer's liability. There are altogether too many preventable accidents, which are extremely costly to all concerned. In Rochester, which has an enviable reputation as a safe city, it costs less to drive an automobile from a safety standpoint than in most cities in the United States.

As the Company operates forty motorcycles and one hundred thirty-two automobiles this element of safety in the streets is of vital importance to it, both as to safety of employees and equipment, as well as the ability to render better service.

As satisfactory City traffic regulations and safety measures insure the more efficient operation of the Company's Transportation Department, and promote the general safety and welfare of its 1600 employees, so also the City's adequate fire, police and health protection in

like manner are large factors in Company efficiency.

The City of Rochester is the largest of the Company's steam customers and performs an important mission in the city garbage reduction plant which is located on the west bank of the Genesee River, near the Company's West Station. Garbage collections are made each day from the downtown sections of the City. After collection the garbage is taken to the reduction plant where, through the use of electric conveyors and steam-jacketed tanks holding approximately five tons, it is cooked for thirteen hours after which the various by-products are separated and prepared for sale. Through the steam-cooking process the City is able to salvage seventy-seven pounds of grease and four hundred fifty-seven pounds of tankage, or fertilizer from each ton of garbage. Last year the reduction plant extracted over two million pounds of grease and 6000 tons of tankage used for fertilizer from 30,000 tons of raw garbage collected.

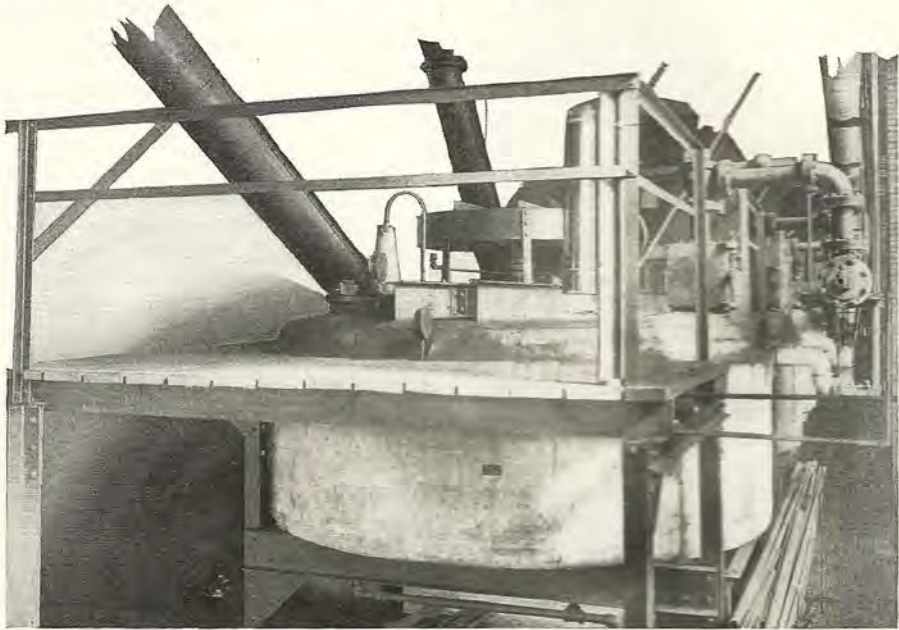
Approximately 4,000 pounds of steam are required to reduce 2,000 pounds of garbage. The steam used at this plant is furnished by the Company's Station 3, a pressure of ninety pounds per square inch being maintained on the system by means of a high pressure reducing valve. The plant under

normal operation requires a maximum of 40,000 lbs. of steam per hour, and during extremely busy times uses over 12,000,000 pounds per month. Its capacity is rated at 180 tons of garbage per day.

Much electric current is consumed at the various City Sewage Disposal plants, conveniently located to meet the requirements of our growing city, the largest one being



One of Rochester's Latest
Electric Traffic Signals



One of the Steam Jacketed Garbage Reduction Tanks in Which Rochester's Garbage is Reduced By Means of a Company Product

in Irondequoit, near Lake Ontario. Here, Rochester's sewage is purified by a bacteria treatment after which a certain portion called sludge is salvaged and sold to farmers for fertilizer. The residue called the effluent, eventually reaches a point 7,000 feet out in Lake Ontario where, at a depth of fifty feet, it is discharged. This effluent is also thoroughly purified by electricity sold by the Company before being discharged into the lake.

Other activities of the Department of Public Works include the operation of the sewer and water departments, snow removal, etc., all of which through efficient operation assist the Company in rendering better gas and electric service generally.

It has previously been noted that the City used more than ten million K. W. H. of electricity in 1922, and next to street lighting the largest part of this current was used in the Public Schools. In the City's excellent school system, fifty-five schools are now in operation. Of these forty-three are

elementary, three are Junior High Schools, four are Senior High Schools, one Shop, one Pre-Vocational, one Normal and Two Open Air Schools. Over 1800 teachers are employed.

The physical requirements of Rochester's schools represent a space of 3,000,000 square feet, and their cost for land and buildings is \$11,000,000. Two of the most recently completed schools are the Madison and the Monroe Junior High Schools, each of which will accommodate 2,000 pupils.

In building these modern school buildings, much attention was given to the important matter of adequate lighting. Statistics gathered by the Eye Conservation Commission have shown that much of the commonly designated backwardness of school pupils can be attributed to poor lighting, and the medical testimony of our local physicians proves this to be the fact. Lighting experts of the Company in close co-operation with those of the City have planned for the proper

illumination of Rochester's wonderful new school buildings and the replacing of obsolete fixtures in many of the older buildings. A visit to Jefferson Junior High School, for instance, will help one to appreciate the wonderful lighting facilities which are a result of the intensive study of adequate illumination for school buildings. It is gratifying to Company employees to know that some of the effort and energy they use in the pursuit of their daily tasks helps to flood these public buildings with the artificial light which is at times so necessary to the proper atmosphere for health and study for their children.

Through the co-operation of the Rochester Chamber of Commerce, the schools of this City play an important role in the effectual Americanization of hundreds of newly made citizens. Our schools also function effectively in the household and home training courses designed to prepare for the duties of wives and mothers that portion of their girl students who do not intend to pursue their educa-

tion much beyond the eighth grade. In many of these classes gas and electricity are necessary items especially in the domestic science courses where girls are taught to cook, wash, iron, sew, etc.

The gas and electric loads which the lighting and laboratory requirements of the City schools throws on the Company's systems continues to increase as new schools are built and old lighting systems remodeled.

Rochester's new street and subway is looked upon generally as one of the most outstanding and important engineering works it has ever undertaken. Using a large ditch, once the famous Erie Canal, as the foundation for its operation the City is constructing a work of usefulness and beauty to take the place of the abandoned water way.

The rapid progress made in constructing this work so far, has been possible by the systematic utilization of modern electrically-driven equipment in marked contrast to the crude barrows, picks, shovels and teams



A Well Lighted Class Room at Jefferson Junior High School, a Fair Sample of Modern School Architecture and Lighting



Scene at W. Main St. and Caledonia Ave., Showing the Companys' Conduits in Process of Installation in Advance of Concrete Pouring and Street Surfacing

which were the best to be had when the old Erie Canal was excavated. The rock drilling was accomplished through a central compressor plant driven by an alternating current motor and the excavated rock was crushed and worked into concrete through the use of electrically driven rock crushers and concrete mixers. The Company sold to Scott Bros. on Contract No. 1, a total of over 351,080, K. W. H. in 1922.

This new street and subway will be of great usefulness in ameliorating Rochester's traffic congestion which has increased over 200% during the last seven years.

Eight and one-half miles of tracks will eventually be laid in the old canal bed, three miles of it extending westward from the center of the City, and five miles eastward.

From South Avenue to Oak Street a broad well-paved street will occupy a position over the subway through

which will run four tracks for passenger and freight use. One of the great services this subway will accomplish is the removal of interurban cars from the City streets. It will also provide a traffic outlet parallel to Main Street.

The City Planning Department has provided for future commercial and industrial development along the course of the new street which runs adjacent to the heart of Rochester's varied industrial section. Sidings will be laid directly connecting scores of this City's diversified plants with each other and with each of the five railroads which intersect it, thus saving thousand of dollars per year to Rochester's industries through the curtailment of hauling and switching charges. In this saving the Company will materially participate.

Throughout this important construction, many departments of this Company have been in almost con-

stant conference with City officials and employees. Installations for the operation of various electric equipment used in construction work as mentioned above first had to be made. After this the gas mains and poles were removed from the territory effected and the mass of wires and pipes diverted to other channels in the shortest possible time so that local industry and homes would receive the least possible inconvenience. When it is considered that this street extends through Rochester's busiest and most congested section, the progress which has been made is noteworthy.

While the Company's service to the City is largely in Steam and Electricity, there are important uses for Gas sold to the City in connection with the work of the numerous school laboratories and municipal research work. There are also many interest-

ing and important sub-departments of municipal activity, which have not been spoken of in detail because of limited space available, chief among which are the Fire Department to which the Company supplies emergency electrical service for pumping on the Holley system, the Public Health Department, the Bureaus of Buildings, Weights and Measures, Water Works, etc. All of these Departments use Company Products to some extent and their efficient operation is of material indirect benefit to the Company.

As Company employees and citizens we may well be interested in the financial system which provides the money to pay our bills for gas, electricity and steam. It has been said that taxes are a measure of services, and the wisdom of our City administration in utilizing the City Taxes is reflected in our excellent civic



**Night View of the Beautiful Modern Bridge Spanning the Barge Canal Harbor at Clarissa Street.
Rochester Will Soon Have Numerous Other Adequately Lighted Bridges
Along its New Street and Subway**



How the Company's Tile Duct was Laid Along the New Street, near Oak Street

institutions. This is especially apparent in the policy of considering well in advance the many developments and extensions needed by the future. The people of Rochester appreciate good lighting, good roads, adequate police protection, excellent parks, schools, etc., just as they appreciate good gas and electric service. The people know that in the final analysis they are the ones who pay for these advantages and that the advantages are worth all they cost. The City in maintaining high standards along these lines has comparatively few accident hazards, and little crime. It does have a large degree of civic pride and community spirit, which through its homes, civic and business institutions leads to general happiness and satisfaction.

The financing of a municipality differs largely from the financing of a private business for the reason that a business is operated primarily for profit while a City is not. A municipality is an enterprise to render service to the public efficiently and at cost, and in this respect is much like a utility such as our Company. In order to obtain the necessary funds to pay for its capital improvements, a city has to borrow money. In doing this, while certain State laws and Charter provisions must be carried out, there is, however, a great deal of discretion vested in the City officials. It is in the pursuit of these discretionary powers that the exercise of municipal prudence has resulted in efficient service to the taxpayers.

As contracts are let, the City borrows on temporary notes until a bond issue is warranted, which results in enormous savings because it precludes the issuance of bonds until absolutely necessary and insures the floating of its long term indebtedness at propitious times. The terms of bonds issued by the City is based upon the life of an improvement, which insures against



Mayor Van Zandt Signing the Ordinance that Assured Rochester's New Street and Subway

paying for an improvement after it has ceased to be of service.

Ultimately of course all bonds and notes are paid from taxes, together with operating expenses. The distribution of the City Tax Dollar shown on our Title Page thus becomes a general index of the character and stability of the City's Financial Policy, while the Financial Statement shown in Tabulation, Page 40, is a direct measure of the magnitude of the City's importance and its problem of government.

In the work of supplying Rochester with light, Heat and Power, the Company has a job of no small proportions. Our operations are closely interwoven with these of the various City Departments of which we have spoken.

The Company's Subway, Gas Distribution, and Electric Distribution Departments have been especially busy in fulfilling its mission in this connection. Ducts, gas mains, cables, cross-overs and other miscellaneous Company equipment were removed in advance of construction work and



The New Electric Sign Which Will Greet Rochester Exposition Visitors This Year

This Company knows that those who are good managers, and prosperous, will require, as time goes on, an ever-increasing quantity of its various products. With this thought in mind it is interested in knowing that Rochester City bonds are quoted on the New York Stock Exchange at a lower rate than those of almost any other city in the entire United States with the possible exception of three or four. It is the excellent financial management of Rochester and the general character of the city which has given it a leading position in the investment market. A portion of this Company's present prosperity and its possibilities for greater service are a result of a city environment of which this financial statement is an index.

replaced in their proper positions as called for by the plans furnished by the City's Engineers. Close harmony has prevailed throughout this work, and it seems that everyone concerned in its rapid completion are enthused by the great possibilities it holds for Rochester. When completed the new subway will be operated by electricity furnished by the Company and the electric load will be a substantial addition to that now so dependably supplied.

As previously stated Rochester as a City, is one of our largest customers, and will always receive the best service which we can render. However, while we serve the City collectively as a unit, we also serve each individual citizen either in his home or business, through his transportation and

other needs, and as employees of the Company we must always remember our obligations to render the best possible service to all customers whether large or small.

Our sense of obligation in this connection is quickened upon the reflection, as has been stated, that our Company collectively and individually prospers through the environment of Rochester. The advantages which Rochester offers to its citizens in education, health, sanitation, good water supply, recreation and other living conditions, means that our Company's customers and employees are on the average, in better health, are better producers and are better consumers of the Company's products than the inhabitants of any other city of equal size. Rochester shares with other American cities in the general reduction of the working day, in a general higher average of wages and in a better balance between wages and the cost of living, than has been

the case at any other period in the world's history. While a portion of this desirable condition of affairs, is a result of general economic conditions, there is nevertheless, some portion of credit due to the habit of thought of the people in this city and to its civic and governmental institutions. The net result is that our Company is placed in the decidedly advantageous situation where it prospers both by its own efforts and indirectly through the work of the people of the region which it serves. As the fundamental make-up of any people is correctly judged by the governmental institutions which they establish and perpetuate so our sketchy resume of the civic life of our community, as it effects our Company, is an acknowledgment and appreciation of the human qualities of our people, which in a broad and general sense are continually leading to our greater development.

Education in Public Utility Work a State Duty

THE inauguration of courses in public utility work is justified by the importance of the public utility industry to the community," declared Dean R. E. Heilman, of the Northwestern University School of Commerce, at a meeting held to outline courses on public utility education to be given this fall at the University of Illinois.

"The schools of the country today teach banking, insurance, railroad work and many other special business subjects, but have neglected an industry which supplies light, heat and transportation and which is just as important to the welfare and prosperity of a community," said Dean Heilman.

"I am of the opinion that educational work of this character should be started in all the great universities of the country and most certainly in all the State universities. I believe

that this program should start in the State universities because the State today is the political unit of government which controls and regulates the utilities. Municipal regulation is a thing of the past in practically every State in the country."

Dean Charles M. Thomson, of the University of Illinois, laid stress on the vital importance of the public utilities and the need for education on the economic aspects of their relations with the public. He said:

"We have come to realize that we have neglected one of the big economic problems of the day. We have permitted an investment of approximately forty billion dollars to be made in the public utilities of the country, including the railroads, without giving attention to the important economic problem which that industry represents. We should have taken up this work ten or fifteen years ago."

Enclosed Cabs for Coke Trucks

VICTOR A. MILLER

Satisfied employees, as well as satisfied customers, are desired by this Company. Mr. Miller tells herewith how the new type of enclosed cab for trucks has brought forth the praise of the drivers and helpers whose trucks have already been equipped with them. The comparatively small additional cost required to bring about improved working conditions of employees in the departments affected will surely be compensated for in many ways. These factors will indirectly be reflected in Company service and aid in maintaining the increasingly high average of health among employees.

FOR some time the Transportation Department has realized that the open cabs on most of the Company's trucks have not been all that could be desired. Instances are on record of employees' having been injured through being struck by tree branches while driving into or out of customers' premises while delivering coke. The most aggravating condition in this connection, however, has been the number of severe colds and other seasonal ailments resulting in absenteeism of employees which possibly may be traced to their being obliged to ride through severe winter weather back to the Coke Bins after having become overheated while carrying coke into warmly-heated cellars. When the new model 50, 2 and $\frac{1}{2}$ to 3 ton Selden trucks were purchased it was de-

cided to have them equipped with the type of cab shown in the illustration.

These cabs are manufactured by the Sullivan Truck Company of this city and are proving to be a very satisfactory solution of the problems mentioned above. A cab of this kind provides the necessary protection to which our employees in the Transportation Department who are out daily in all kinds of weather are entitled. The drivers and helpers on the coke trucks already equipped with them are profuse in their praise of this equipment. It is the Company's intention to eventually equip all of its trucks with cabs of this kind, incorporating a few added improvements as suggested by the men who spend a portion of their working day on them.



One of our Coke Trucks Equipped with Enclosed Cab, which Affords Protection from the Elements.

Relocation of the Steam Mains to Station 34

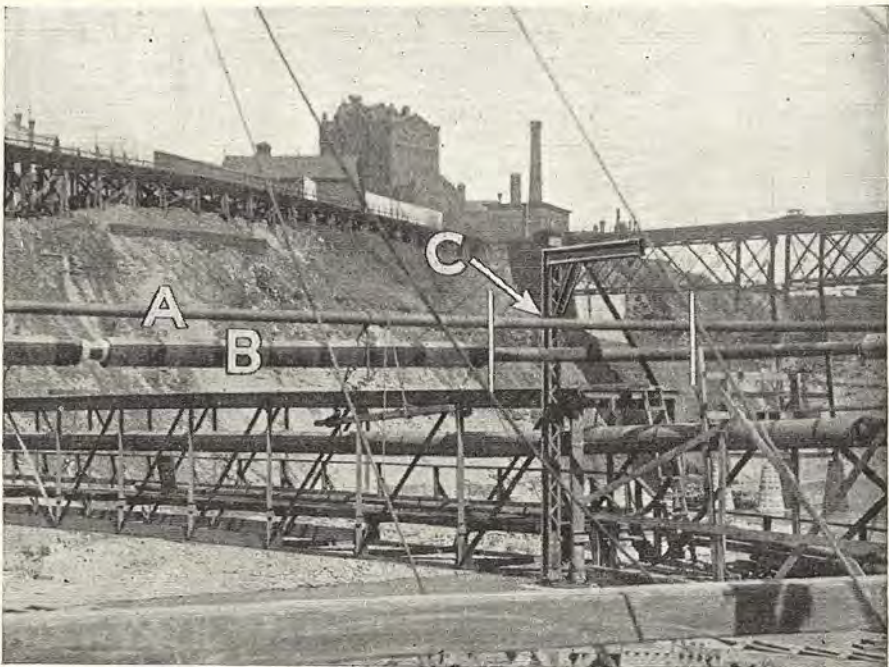
A. D. STAUFFER

THE new Water Gas Plant at West Station is being constructed in the former path of the 6 and 8 inch steam mains shown at A and B in the cut, which carried steam under 190 lbs. pressure, 100° of superheat from Station 3 to Station 34. Due to this interference a section 300 feet long had to be changed.

The new course follows the East-West line from Station 3 down to the Curtice Steam Line bridge and there makes a 90° bend north to the retaining wall. Previously the line made a bend of about 100 foot from the bridge and then ran diagonally across the West station property to the retaining wall.

A peculiarity in the method of supporting the mains may be noted at the Point C. Here the mains overhang the river bank and it was

thought advisable to use the present bridge abutment for a foundation. Thus the support, C, comes directly at the 90° bend between the white lines shown in the illustration and takes up all the movement due to the expansion of the 650 foot run to the foot bridge, between East and West Stations, and the 250 foot run to Station 3, at which points the mains are anchored. As the expansion may be from 3 to 4 inches per hundred feet the support had to be made as flexible as possible to take a maximum movement of approximately 23 inches. Rather than build an awkward framework on the end of the bridge and suspend therefrom with long hangers to give sufficient radius for swinging, the mains were hung from a boom at right angles to a post which is free to revolve. As the



Curtice Steam Main and the New Bend in the 6 and 8 inch Steam Mains to the Bausch and Lomb Plant

forces change due to a change in temperature of the lines or the cutting off of one line, the boom will swing to a neutral position thus causing minimum stress and movement of the hangers.

From the Curtice line bridge shown in the cut, the line runs north, suspended from brackets on the columns of the new Water Gas building. As the future plans call for another similar building north of the present one it was thought advisable to put in two of the future column footings and use them to carry the structural frame to support the mains over Browns Race outlet. The line at this point is about 30

feet from the ground and the length of the span is 75 feet. This made it somewhat difficult to construct for it was more than the allowable span length and had to be supported at intermediary points until trusses could be put on to take part of the load.

The mains will be insulated with standard thickness of magnesia, two inches of hair felt, and a covering of a lap and a half of tar roofing. This is similar to the insulation used on the Curtice Steam line which has proven very efficient. The steam was not turned off the old lines until the new section was ready to be welded in, thus causing as little interruption in the steam service as possible.

New Electric Cleaner and Scrubber for the Janitor Department

MR. ARTHUR GUTTRIDGE

THE electric cleaner and scrubber recently purchased for the Janitor Department is arousing considerable interest among those who have seen it in operation. It is surely a time and labor saver and the quality of its work is beyond compare.

Probably the most disagreeable task in connection with keeping a large office building clean is that of sweeping and mopping which, nevertheless, is very essential and has to be done with painstaking regularity. The new cleaner accomplishes this work efficiently, the operator merely acting as a chauffeur, so to speak. Everyone likes to operate machinery; it is the age of machines. They are used in almost every conceivable class of work and a big factor in their success and popularity is the electric current which operates them.

The cleaner referred to above was manufactured by the Kent Manufac-

turing Company, Rome, N. Y., and beside doing cleaning, mopping and oiling it may also be used to sandpaper desks, tables or floors. Doing the great variety of tasks possible with this cleaner is accomplished through easily removed brushes of various types each one of which is especially adapted to the particular job to be done.

The installation of such a cleaner will not only make the work of the Janitor force more pleasant but will also make it possible to retain on that force men of a better average type, many of whom in the past have tired of this work because of the bugbear, mopping, which is often considered beneath the average cleaner's dignity.

Thus, electrically-operated machines, in still another field, make the work of keeping offices clean and sanitary a pleasant task instead of an undesirable job.

Lincoln said: "The way for a young man to rise is to improve himself every way he can, never suspecting that anybody wishes to hinder him. Allow me to assure you that suspicion and jealousy never did help any man in any situation."

Electrically Heated Linotype Machines at the Rochester Journal and Post Express

FRANK C. TAYLOR

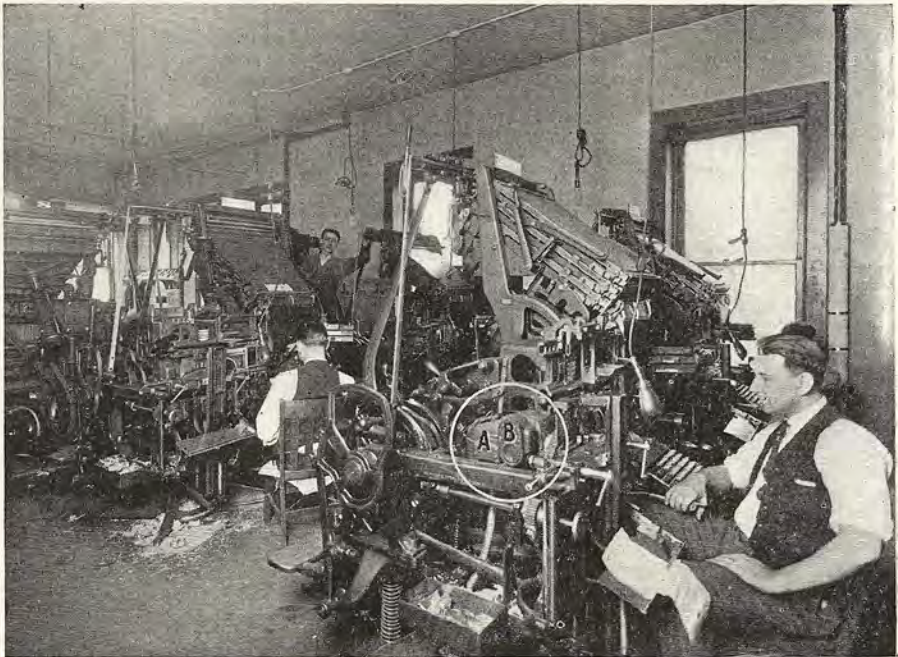
ON entering the Linotype Room of the Rochester Journal and Post Express you are immediately impressed by the excellent working conditions. The room is not hot—there are no appreciable fumes from the metal—windows on three sides together with a complete artificial lighting system insure sufficient light under all conditions. The absence of overhead flues and pipes adds to the appearance and at the same time increases the comfort of the operators and renders more easy repairs and adjustments on the machines.

In this room there are installed fifteen Mergenthaler linotype machines, each one equipped with an electrically heated melting pot manu-

factured by the Cutler Hammer Manufacturing Company. This consists of the usual container shown at (A) for the metal, electric heaters immersed in the metal, also a temperature control shown at (B).

The electric method of heating is clean, safe, quick, economical, uniform and easily controlled. Here there are no products of combustion to heat the room in summer, but instead the heat is enclosed in an insulated pot.

The immersed units give uniform heat and practically eliminate fumes from the metal and at the same time conserve the life of the metal and the consumption of tin. The heaters in the pot and throat, maintain the



Section of Linotype Room at the Rochester Journal American. At A and B, respectively are an electrically heated Container and an electrically operated Temperature Control, Modern Features of the Mergenthaler Linotype Machine.

metal at the proper temperature to insure perfect molding of each character and solid and close grained slugs. During the heating up period when the metal is cold, 1500 watts per machine are required or the equivalent electricity used by two and a half 600-watt electric irons of the household type. After the metal is up to required temperature, approximately 600 watt per hour (the electrici-

ty used by one flatiron) will maintain the desired temperature. The total kilowatt-hours per machine for an eight-hour working day, 30 days in the month, should not exceed 190 kilowatt-hours.

The Rochester Journal-American is to be congratulated for this thoroughly modern installation which demonstrates so well the advantages of electric heat properly applied.

Some Data From The Traffic Department

JOHN E. McMANN

A number of years ago, according to Mr. White of East Station, practically all of the coal used by the Company came to Rochester over the Pennsylvania Railroad system and was delivered to East Station by teams of horses. Sixteen to twenty teams were kept busy supplying the Company's needs, the price of coal then being about \$3.25 per ton. Mr. Thomas Hoolihan did most of the hauling with his teams and charged 32 cents per ton for the service. The coal was shoveled from the cars into the waiting wagons, taken to the hoppers at the rear of the Bausch and Lomb factory where it was deposited into a waiting car on an inclined railway. When this car was filled it automatically delivered its load to the plant below, at the same time returning to the top of the incline the companion car which had gone down just before. All this was accomplished by means of an ingenious arrangement whereby a single-track inclined railway having a passing switch mid-way in its line accommodated the two cars and operated very efficiently.

At that time, before the additions of West Station and Station 3, 12,000 tons of coal in the yard was thought to be a huge supply to ward against interruptions of coal delivery.

Most of the coal used by the Company to-day arrives in Rochester over the New York Central Railroad

System. The Ambrose Street yards have held, during the past season, 40,000 tons of coal in storage to help guard against possible difficulties in transportation or coal shortage and thereby assure continuity of service to our patrons. While coal is the chief commodity handled in carload lots and forms the bulk of the large amount of money paid by the Company to the railroads in freight charges, still, many other cars were required during 1922 to deliver to our State Street yards the oil used in our gas manufacture, as well as empty tanks to be filled with some of its by-products, coke and coke breeze, etc. The total number of cars received at this point during the past year is as follows:—Total amount of coal received 4777 cars, of which 595 arrived over the Pennsylvania system, and the balance over the New York Central system. Carloads of empty tanks received, 288; carloads of oil received, 494; carloads of coke, 88; coke breeze, 14, and miscellaneous cars, 154. In addition to this, 148 cars of material were handled at other points which brings the grand total of cars on which freight charges were paid up to 5,963, all but 743 of which were routed to our State Street yards. The total amount of these freight charges for the year 1922 was \$770,416.55, which comprises a very considerable item in the cost of gas and electricity.

GAS and ELECTRIC NEWS

ROCHESTER GAS & ELECTRIC CORPORATION
34 Clinton Ave. N., Rochester, N. Y.

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Vol. 11 August, 1923 No. 2

"What is the secret of success in business?" asked a friend of Cornelius Vanderbilt. "Secret! There is no secret about it," replied the Commodore; "all you have to do is to attend to your business and go ahead."—Selected.

Mt. Morris

COMING events Cast their Shadows Before."

The most outstanding and interesting feature of the year's work, to the great majority of the Company's employees at least, is the survey now being carried on by its Engineering Department along the High Banks of the Genesee River, near Mount Morris.

For many years the harnessing of the flood waters of this river has received earnest consideration, and elaborate plans were once made by the State to reduce flood damage in the Genesee valley by a project to develop hydro-electric power at Portage. This project failed for several reasons, namely: expense, interference with the natural beauty of Letchworth Park, lack of an adequate power market, and opposition from some

parties to the assessment of benefits proposed under the project.

The Company, properly, has been fully aware of all the factors having to do with further hydraulic development of the Genesee River and now, because of increasing coal and labor costs, together with large increases in the electric load upon its generating system, it is making a study of an alternate development at Mount Morris which possesses nearly all the advantages of the Portage Project without the latter's disadvantages.

This project, while not calculated to create as much power as is possible at the Portage Site, will provide sufficient water storage to supplement very materially the hydraulic power now available in Rochester, and will further provide for an adequate regulation of the flood water so as to minimize flood damage in the Genesee Valley. The problem of flood damage in Rochester itself is no longer serious since the river bed was deepened through the city a few years ago. The scenic beauty of the region would be enhanced by the creation of a lake in what is now the river gorge, below Letchworth Park, without interfering with the Portage Falls. An ample power market now exists and the transmission expense to Rochester is reasonable. No villages, railroads or highways would be flooded as would be the case in the Portage development. The whole matter is dependent upon the construction cost which present information shows would be reasonable, and which necessarily would be borne by the Company.

For the benefit of those in the Company who are not informed on the economics of this kind of engineering it may be stated that the development of power by either water or steam is always a matter of balancing relative costs of operation. In a water power plant we have high capital cost plus low operating cost, to balance against low capital cost plus high operating cost with steam. The capital costs

are reflected in the operating costs as interest charges, and it is easy to see that even with a very low operating cost for a water power plant where the cost of coal is not a factor, the high interest charges on a greater investment (from 2 to 5 times) may make the water power plant prohibitively expensive. In the case of this Company also the problem is complicated by fitting the proposed plant into our present system, with its steam and Niagara Power reserves.

The Mount Morris Project has been under more or less serious consideration by the Company Management for many years, and has now been pushed into the forefront by Company growth, economic changes, and scientific developments of our time. The fact that it now looms as our next big hydro-electric development instead of the Upper River tunnel between the Barge Canal Harbor and Station 2, shows how necessary it is for those responsible for our development to keep their ears to the ground.

Hello!

A CHEERY, rollicking word, thoroughly American in its origin and use, is that little word "Hello". So far as we know it has no exact counterpart in any other language, even the English of the British Isles.

Purists have tried to dissuade us from its use especially in telephone conversation. But the word sticks in spite of its objectors.

The Briton says over the wire "Are you there?" Which never fails to strike the funny bone of the American. Picture one's self lifting the receiver and calling "I am here". It can't be done.

There is something friendly in "Hello". It has a merry ring and is a good beginning for the voice with the smile, which good sense advises us to adopt at all times.

"Hello" is a word of infinite possibilities. To greet and be greeted with

it at the beginning of a day, lends a flavor that lasts throughout the hours. It is easy to say and has the trick of reverberating long after it is spoken.

From the lips of a child, it makes us merry. From the lips of a maiden, it captivates. From the lips of a "pal" it comes filled with heartiest good wishes.

It is a lusty, youthful word, this "Hello", and sits on the tip of the tongue at all times, ready to dart away and bring cheer to a passing friend.

"Good morning" is all too formal. "How do you do" is impersonal. "Hello" is just the word.—*Rochester Times-Union*.

Vision Without Being Visionary

VISION is what business is calling for today. Men who will be the Liggetts who see visions of a worldwide chain of drug stores tomorrow; men who will be the Woolworths who build cathedrals of commerce on nickel and dime sales; men who will be the Fields, Wanamakers and other proponents of mammoth individual stores, not in chains.

The world is full of visionary men today, more than ever before. Most of these visionary chaps are bewailing the lack of opportunity for the young man in business today. They dream, but don't do. They think and think, and never act. They ruminate until they are rheumatic, instead of working out a plan and then working it.

No truer tribute can be paid any man or woman in business, in my opinion, than to truly say: "He has vision without being visionary."

You all have met at least one typical Mr. Average Inventor. He can see wonderful visions. But visions will prove will-o'-the-wisps that will lead you to the bog of failure and disappointment unless you act.

"Seeing is believing" was the old adage—the modern one reads: "Vision is conviction."—*Direct Reflections*

President Searle Takes A Vacation At His Southold Summer Home

OUR President, Mr. Robert M. Searle, is one person who remains true to the traditions of his chosen profession even throughout the negligible portion of the business year commonly called vacation, when many persons are entirely satisfied to leave all traces of ordinary modern civilization behind them and hie off to some wilderness, there to emulate the existence of more or less prehistoric human beings. Some folks even go so far as to light their camp fires in the manner approved by the Red Men, utilizing a flint spark or the more tedious dry friction method. They cook their game or fish in antiquated clay ovens and consistently exemplify life as it was lived of necessity years ago before the advent of modern gas and current consuming devices. While this sort of a play spell is a great lark, gets one in close communion with the great outdoors and teaches him to use his wits and be independent, a week or two of it is generally enough to fill him full of genuine appreciation of the so-called commonplace and everyday blessings of the modern home, gas and electricity. In contrast to this sort of a rest, Mr. Searle, who knows how to "rough it" and is a past master in the various arts connected with that type of vacation, could give all of us pointers regarding the down-to-date vacation that gives a maximum of pleasure, recuperation and real satisfaction with a minimum expenditure of energy. Such a scientific and practical vacation is made possible at Mr. Searle's summer home at Southold, Long Island, a home located, planned and built to yield unadulterated happiness and rest to a modern high-speed executive, his wife and a small army of lucky friends.

Southold is located on Little Peconic Bay, just off Long Island Sound,

and is something less than 100 miles from Broadway, New York City, by automobile. Mr. Searle's place is about five miles from town and is situated in a more or less primitive region, practically shut off from the beaten paths of man. There one may wear his old clothes threadbare without losing caste or dignity, in fact, they are quite essential to the pursuit of happiness and actually necessary to such pastimes as clam digging, one of Mr. Searle's favorite sports. Where wonderful fishing abounds, what real pleasure would there be to a person who had to wear "city clothes". Therefore, donning his oldest garments, Mr. Searle goes forth to try his luck. The abundant supply of flounders, scallops, swell fish, as well as many other species which abound in these salt waters affords ample exercise of ones prowess, while the quest of oysters, clams and lobsters permits him to exercise the qualities of perseverance and patience.

In one of the accompanying cuts, we show Mr. Searle holding up a baby shark which was caught recently in front of his summer home. We believe he is quite proud of this catch notwithstanding the "poker face" he modestly assumed at the time. Mr. Searle can stand in his front yard and survey an expanse of salt water which is the home of the famous littleneck clam, and can easily corall the "makins" for clam chowder or some of Mrs. Searle's delicious clam fritters. In fact, it would appear that the high cost of living is at a comparatively low ebb at his Southold home where excellent sea food is so abundant.

These gastronomic conveniences would be welcome in the most humble fisherman's cottage, of course, but how much more complete is their mission in a strictly modern electrically

equipped home such as Mr. and Mrs. Searle enjoy, where these good things to eat can be prepared without a hot wood fire in the kitchen, and where the household work generally is made a pleasure instead of a burden, by gas and electricity.

Some years ago Mr. Searle with other far-seeing persons in that neck of the woods financed the installation of an electric pole line. Among some of the labor-saving devices and other conveniences in the Searle home at

Southold, may be found the following: running water, sewerage system, dish washer, washing machine, heaters, fans, motor grinder, etc. An excellent water supply is afforded by a deep well which Mr. Searle sunk there which supplies water for an automatic system controlled by a power-driven pressure tank. A picture shown herewith will give some idea of the attractiveness of this home.

Apparently Mr. Searle applies to his play spells the same intensive



Views at Mr. Searle's Summer Home at Southold

thoroughness that has characterized his unusually successful career as a modern utility leader.

We are glad to know that he has a cozy cottage where he can regain some of the energy he continually puts into the problems connected with the welfare of this Company. We feel sure that the readers of Gas and Electric News will be happy to visualize the "boss" in his Southold playground where, with Mrs. Searle, he can relax and forget for the time being that he is the President of a large corporation. Relaxing, to him, does not mean inertia but rather a diversified program of activity and we'll wager that he is as thorough a fisherman or clam digger as he is President of a large public utility.

Attention Bowlers!

There is an apparent inclination on the part of many Company employees to lend their interest, enthusiasm and support to the formation of a bowling league within the organization. Mr. Herman Fichtner and Mr. Lorry Pierce asked Gas and Electric News to give publicity to this matter and, therefore, we give herewith the facts in the case thus far.

Six new bowling alleys are available at the Heinze establishment, on State Street, just a short distance from either Station 3 or Front Street. These alleys are being held open temporarily for the employees of this Company. If it is possible to form six different teams from six or more departments, plans will be made accordingly to accommodate them at State Street.

At least two teams have been formed already and others are in process of formation. If you like to bowl now is your time to help along this idea for a league among our own employees. Think the matter over and talk to your associates about it. Perhaps you can arrange to pick a full team from your own department.

This Company is about the only large corporation that had no team in any of the various city leagues last year. With the bowling talent known to exist here it seems as if this league idea could be put over successfully.

For further information in this matter, either telephone or see personally Mr. Lorry Pierce, at the Andrews Street office, who is temporarily the kingpin in Company bowling developments. Let's see how good an organizer you are.

Conversation Overheard in a Grocery Store

Customer: "Haven't got much money left—just paid my gas bill and you know what that means."

Merchant: "Sure do. That almost breaks a fellow nowadays."

Funny how such statements go unchallenged. For as a matter of fact, the average bill for gas service, or the bill for combined utility service, is the smallest necessary household expense there is!

Gas service is about the least expensive item in the housewife's budget; yet the average housewife could not do without it. And the same thing is true of the other essential public utility service. They are said to be second only to the two-cent postage stamp as the cheapest commodity purchasable by any man, woman or child.

The statement that a gas bill "almost breaks a fellow nowadays" is silly talk to those who know that the American people spend more for cigarettes and soda water than they do for gas service.—*Selected.*

Going Up

In 1860, with the growth of the industry, balloon ascensions became popular. It remained for one John Wise to offer to the public gas-filled balloons of assorted sizes, "which an ordinary person may use with as much success as he can a horse and buggy."

—*Utility Bulletin.*



Children of Employees of the Company
(send in a photo of your little folks)

- 1—Gene Mullen. 2—Stanley Whitfield Garrett 3—Raymond VonDeben
4—Virginia Mary Thibault 5—Eloine Ruth Miller



Try These Excellent Salads and Potato Dishes

There are various types of salads. For lunch or supper a hearty salad such as meat, baked bean, vegetable or fish combination with an oil or boiled dressing may form the main part of the meal. For the dinner with its combinations of vegetables and meat or substitute, the lighter salads with a French dressing is often more acceptable.

The greens which we use in abundance in salads are not only decorative, adding to the attractiveness of the dish, but are important foods because of the vegetable minerals which they contain. Lettuce or other greens used for garnishing salads should be washed carefully and should be dry and crisp. This can be accomplished by placing the washed and drained lettuce leaves into lettuce bags and placing on or near the ice. If head lettuce is to be used, after the outer leaves are removed, the lettuce should stand in cold water one hour to clean thoroughly.

So many delicious salads may be made from the remainder of the meat or vegetables which were not used from the previous meal. String beans or peas mixed with salad dressing with a little onion juice added and served on a cool crisp leaf of lettuce is appetizing. Combinations of vegetables dressed with French dressing, garnished with boiled or cooked dressing with perhaps a radish rosebud or a few pieces of beet to give a spot of color are delicious.

CABBAGE AND PEANUT SALAD

- 3 cupfuls finely shredded cabbage
- $\frac{3}{4}$ cupful salted peanuts
- $\frac{3}{4}$ cupful boiled dressing

Cover the finely shredded cabbage with cold water and set in the refrigerator for one hour. Drain and dry thoroughly between towels. Mix with the boiled dressing or mayonnaise, if preferred. Add the salted peanuts chopped and serve very cold.

CELERY CHEESE SALAD

- 6 large sticks celery
- 2 tablespoons mixed green pepper
- 1 small cream cheese
- French endive
- Salt
- Pepper
- 2 tablespoonfuls chopped walnut meats
- 1 tablespoon thin cream
- French dressing

Wash and crisp the celery sticks. Fill the groove in each stick with a mixture made by combining the cream cheese, chopped walnut meats, minced green pepper, the cream and salt and pepper to taste. Smooth the edges of the filled celery sticks into one inch lengths. Arrange on individual servings of endive and serve with French dressing. The prepared sticks can be kept several hours on ice.

COUNTY SALAD

- 2 cupfuls chopped
- 3 hard cooked eggs
- cooked meat
- 2 cupfuls dried
- Boiled dressing
- cooked potatoes
- Lettuce
- 1 cupful diced celery
- 1 cupful cooked, sliced carrots

Combine the chopped meat which may be corned beef tongue or ham with sufficient boiled dressing to mold. Pack in a cold mold and chill. Likewise thoroughly chill the cooked potatoes and carrots. Let the diced celery stand in cold water to which a little lemon juice has been added. When ready to serve line the salad dish with lettuce, unmold the meat in the center and arrange the potatoes tossed in boiled dressing around it. Place the border of carrots around the potatoes, then the celery drained and wiped dry. Chop the whites of the hard cooked eggs and sprinkle over the salad. Press the yolks through a fine sieve and scatter over the meat. Garnish with halves of gherkins and pour boiled dressing over the vegetables. Potato balls or carrot slices cut in fancy shapes may be used.

POTATO SALAD

6 cold boiled potatoes
4 tablespoons salad oil or melted butter
2 tablespoons vinegar
 $\frac{1}{2}$ tablespoon salt
Cayenne pepper
2 tablespoons chopped parsley
Few drops onion juice

Cut the potatoes in $\frac{1}{2}$ inch cubes. Make a dressing by mixing thoroly the other ingredients. Pour this dressing over the potatoes, and allow them to stand for 15 minutes. Drain off any dressing that may not have been absorbed by the potatoes. Garnish the salad with sprigs of parsley, and serve it with cream dressing. One cup of chopped celery or two hard-cooked eggs, chopped or sliced, may be added.

STUFFED EGG SALAD

6 hardcooked eggs Mayonnaise
 $\frac{1}{4}$ cupful minced ham Lettuce

Remove the yolks from the hard cooked eggs and combine with the minced ham and sufficient mayonnaise to moisten. Fill the eggs with this mixture and place one stuffed egg in each nest of lettuce. Sardines, parsley, chives, anchovy or minced bacon may be used instead of the ham.

STUFFED PEPPER SALAD

3 medium sized green peppers
 $\frac{1}{4}$ cupful chopped stuffed olives
1 small cream cheese
Thin cream Paprika Salt
 $\frac{1}{4}$ cupful grated Mayonnaise
American cheese Lettuce

Remove the tops from the peppers scoop out seeds and boil five minutes in boiling salted water; then remove and chill. Mix together the cream cheese American cheese and olives, moisten with cream as needed and season with salt and paprika to taste. Pack into the peppers, chill well then slice and serve on lettuce leaves with a garnish of mayonnaise. The cheese mixture can be used as a spread for graham sandwiches.

MARGUERITE SALAD

1 bunch watercress 1 tablespoonful
1 hard cooked egg vinegar
3 tablespoons salad oil $\frac{1}{3}$ tablespoonful salt
Few grains pepper

Wash the watercress thoroughly and then crisp it. Pour the salad oil over a piece of ice in a bowl, add the vinegar, salt and pepper and beat until smooth and thick. Mix the dressing lightly with the watercress and arrange in a salad bowl with the hard cooked egg-white cut into eighths lengthwise placed in the center to simulate the petals of a flower. The egg yolk should be sifted and piled in the center of the flower.

MEXICAN SALAD

1 medium head white cabbage
1 green pepper chopped
1 canned pimento Boiled dressing

Chop the cabbage quite fine and crisp in ice water for half an hour then dry between towels.

Mix with the chopped green pepper and pimento cut into dice. Moisten well with boiled dressing chill thoroughly and serve as an accompaniment to cold meat.

POTATO STUFFING FOR FOWL

2 cups mashed potatoes
 $1\frac{1}{4}$ cups bread crumbs
 $\frac{1}{2}$ cup butter
1 egg

1 teaspoon salt
1 teaspoon sage
1 finely chopped onion

Add to the potatoes the other ingredients in the order in which they are given.

SCALLOPED POTATOES (Cooked)

Remove the skin from boiled or steamed potatoes, and cut them in slices $\frac{1}{4}$ inch thick. Arrange the slices in layers in a buttered baking-dish, covering each layer with whitish sauce. Sprinkle the top with buttered crumbs and bake the potatoes for about 20 minutes.

WHITE SAUCE

2 tablespoons butter
2 tablespoons flour
 $\frac{1}{2}$ teaspoon salt
Pepper
1 cup milk

Melt the butter, remove it from the heat, add the flour, the salt, and the pepper, and stir the mixture until it is smooth. Replace the mixture on the heat, add the milk, and stir the sauce until it thickens. Cook it for 15 minutes overboiling water or for 5 minutes directly over the heat, stirring it constantly.

SCALLOPED POTATOES (Raw)

Pare potatoes carefully to prevent waste as much as possible. Slice them about $\frac{1}{4}$ inch thick, and arrange the slices in a buttered baking-dish in layers, sprinkling each layer with flour, butter, salt, and pepper. Pour over the top enough milk just to be seen thru the top layer. Bake the dish in a moderate oven until the potatoes are tender, from 45 to 60 minutes.

POTATOES AU GRATIN

Put creamed potatoes into a buttered baking-dish, cover the top with buttered crumbs, and bake the dish in a moderate oven until it is brown on top about 25 minutes.

DEL MONICO POTATOES

Arrange creamed potatoes and grated cheese in alternate layers in a buttered baking-dish. Cover the top of the dish with buttered crumbs, and bake it until it is brown.

CHEESE BALLS AND WATERCRESS

2 cupfuls cottage cheese $\frac{1}{2}$ cupful tomato
 $\frac{1}{3}$ cupful chopped nuts ketchup
 $\frac{1}{2}$ cupful mayonnaise $\frac{1}{2}$ teaspoonful
1 bunch watercress paprika
 $1\frac{1}{2}$ teaspoonful salt

The cottage cheese should be very dry and unsalted. Mix it with the ketchup, salt, paprika and chopped nuts. Chill thoroughly and form into small balls. Place three or four balls on a bed of crisp watercress and serve ice-cold with the mayonnaise. This recipe will serve eight.



Gas Manufacture and Distribution



New Projects At East Station

AT East Station work is under way on a number of new projects. A complete Foamite system is being installed for the protection, primarily, of the light oil plant against fire. This system will comprise two tanks located in the old coal gas condenser building to contain the solutions which in combination produce the foam. A pump adjacent to these tanks will deliver these solutions by a rather elaborate system of pipe lines to mixing chambers so located as to protect every tank and tank pit at the light oil plant and will also cover the gas oil storage tanks. In addition, several hydrants will be installed equipped with permanent hose connections.



The present gas boosters at East Station consist of:

1. A 300,000 cubic-foot-per-hour motor driven Connersville gas pump.
2. A 500,000 cubic-foot-per-hour steam driven Sturtevant machine.
3. A 750,000 cubic-foot-per-hour motor driven Connersville unit.

The load at times exceeds the capacity of the number 3 unit. Obviously in case of a power interruption, gas service would be limited to the steam unit number 2. Therefore, we have purchased a Connersville unit having a capacity of 1,250,000 cubic feet-per-hour with Steam Engine drive. This will replace number 1. Then number 2 will be electrified. Thus, is provided a steam stand-by for the combined capacity of two electric machines. An interesting feature of the new machine is that it is to be driven by two steam engines,

one acting on each shaft of the blower. In case of trouble on one engine, the other engine could be used to drive the pump at a little over half capacity.

It is probable that the number 1 unit will be moved to Blossom Road Holder, to replace the present booster at that place for pumping gas back into the city. The booster at No. 10 Holder is somewhat less in capacity and much lower in its pressure limits than the No. 1 unit at E. Station.



An old tower scrubber which was formerly a part of the Condensing and Scrubbing equipment of the old Coal Gas Plant at East Station is being removed to accommodate the new Foamite solution tanks. This scrubber is to be reerected on a foundation near the light oil scrubber and will serve as an auxiliary scrubber, to permit scrubbing all the gas produced.



Fig. 1 Example of Electrically Welded Steel Piping Used in New Water Gas Construction. Note the Excellence of the Numerous Joints.

This is done at comparatively small expense and will permit us to continue the experiment of running all the naphthalene from the gas before sending it out with the distribution system.

This has been done most of the time for the past seven or eight months. In spite of that fact, the Distribution Department is troubled with an unusual number of naphthalene stoppages; a number of factors may contribute to this condition, in spite of the fact that little if any naphthalene has been put out from the works. It is only by providing for complete and continuous removal, that it can be hoped to gradually and finally free the entire system of accumulated deposits.



West Station's New Water Gas Plant

At West Station progress on the new water gas plant has been retarded by steel work for the building structure. However, work is going on steadily and most of the apparatus is on the ground ready for setting up.

This plant is to contain a number of features more or less unique in water gas practice. Perhaps, the most unique feature now easily noticeable is the elevation at which the shells of the machine stand. They are twenty feet above the grade floor. Part of this is to accommodate the hopper bottom type of generator. That is, the generator is provided with a cone-shaped bottom which serves as an ash receiver and which is equipped with a discharge gate, for dumping ashes directly into some type of industrial car. But the extra height is a forecast of a new and quite different type of generator which is, without doubt, the coming development, and which will require greater vertical room than present day generators. In other words, the extra expense of building a few additional feet up in the air is a cheap way of



Fig. 2 View Showing Progress of Water Gas Plant at West Station.

providing for the improvements of the future. Just now, the structure looks like a huge gas stove, with elevated oven, and with several tea kettles, standing over the burners.

Another feature, new to us, but not new to the industry, is the use of a positive pressure blower, driven by a reciprocating engine. The unit in this case is a Connersville Blower having a capacity of 30,000 cubic feet of air per minute at a pressure of 50 inches of water or nearly two pounds. The blower is driven by a Hamilton Corliss Engine. Numerous features entered into the decision to purchase this type of equipment in contrast to centrifugal machines with turbine or motor drive, which may more properly be covered at a later time.

A feature which is, in our belief, quite new to water gas plants is the steam regenerator. This is an apparatus designed by the Rateau Steam Regenerator Company. It is a steel tank eight feet in diameter and thirty feet long. The tank stands about

three-quarters full of water. During the blow, that is, while air is being blown through the water gas machine, and the blower engine is operating at full load, the exhaust steam is discharged into the regenerator at ten pounds gauge pressure. The steam is absorbed by the water in the tank. During the making period, the pressure on the regenerator is reduced to five pounds and the stored steam is released and delivered to the generator for blue gas production. This storing and recovery is an intermittent process. As a result, the power used to run the engine costs zero. But for the regenerator steam would have to be used in the generator, and either steam or electricity would have to be purchased to drive the blower.

Means are provided for "unloading" the blower during the machine run, so that it idles with minimum steam consumption, whose exhaust also passes on through the regenerator into the water gas generator.

Two waste heat boilers are to be installed in connection with the water gas machine, one to recover the waste heat from the blast gases, and the other to function on the illuminating gas. These two boilers will produce about 50 lbs. of steam per thousand cu. ft. of gas made. Probably not over 40

pounds will be used at the plant, and the balance will be sold to the Steam Department. Connections are provided to deliver the surplus into the company's steam system.

In connection with these boilers, special and unique provisions are being made for removing dust from the blast gases before discharging them into the air, so as to eliminate nuisance from that source. In the case of the illuminating gas boiler, it is necessary to burn out the tubes of these boilers about once a week, owing to the accumulation of tar and pitch in them. This is accompanied for a time by a good deal of smoke, therefore, a specially designed washer is being built to cleanse it before its discharge into the air.

The pipe line which conveys the gas over to East Station is a forty-eight inch cast iron and steel main, being ample to take care of future growth. To render this pipe as effective as possible, to reduce back pressure and keep it free from excessive deposits of tar, a tubular condenser has been built near the machine. This will cool the gas to about 100° F., thereby greatly reducing its actual volume, and removing the bulk of the tar and water vapor. This condenser contains 1350 steel tubes 19 feet long.



Interesting Section of the New 38-inch Pipe Line, Photographed from an Elevation at a Point Near the New Water Gas Plant



New Business

Net increase in Consumers in Year Ending June 30, 1923

	June 30, 1923	1922	Incr.
Gas.....	85179	82560	2619
Electric.....	53471	44001	9470
Steam.....	117	104	13
	138767	126665	12102

Net increase in Consumers by Months

	1921	1922	1923
Incr. in May.....	611	977	1272
Incr. in June.....	270	1056	1157
Incr. in July.....	667	879	
Incr. in August.....	578	935	
Incr. in September..	631	1176	
Incr. in October.....	780	1271	
Incr. in November...	738	1186	
Incr. in December...	894	1374	

Six Per Cent Stock Sales

	Subscribers	Shares
July.....	107	382
Total to August 1, 1923.....	619	2737

Statement of Consumers by Departments as of June 30th.

June 30th.	Gas	Electric	Steam	Total	Incr.
1914	68071	17200	28	85299	6329
1915	70749	20585	35	91369	6070
1916	73108	23683	41	96832	5463
1917	76936	26640	49	103625	6793
1918	79307	28535	55	107897	4272
1919	78669	29628	75	108372	475
1920	80705	32657	75	113437	5065
1921	80829	36883	84	117796	4359
1922	82560	44001	104	126665	8869
1923	85179	53471	117	138767	12102
Incr. in 10 yrs.	21041	38660	96	59797	59797

Miscellaneous Data

	June 30, 1923	1922	Incr.
Miles of Gas Main.....	551	534	17
Miles of Overhead Line...	2638	2256	382
Miles of Undergr'd Cable..	1427	1307	120
Miles of Subway Duct....	1091	1047	44
No. of Street Arc Lamps..	1423	1499	*76
No. of Street Inc. Lamps..	10510	9833	677
Total No. of Street Lamps.	11933	11332	601
No. of Employees.....	1701	1584	117

E. B. A for Month of July, 1923

Balance 1st of Month.....	\$9,771.44
Dues—Members.....	\$996.12
Dues—Company.....	996.12
Fees—Members.....	33.00
Fees—Company.....	33.00
Assmt. No. 52—Members..	1.25
Assmt. No. 53—Members..	292.00
Assmt. No. 52—Company..	1.25
Assmt. No. 53—Company..	292.00
Members' Add. Life Ins....	300.66
Total Receipts.....	3,160.63
Total Receipts plus Balance.....	12,932.07

Disbursements

Sick Benefits.....	\$590.38
Accd'ts. Off Duty Benefits..	74.78
Accd'ts. On Duty Benefits..	206.10
Death Benefit No. 53.....	400.00
Group Life Insurance.....	4,201.17
Medical Examiner's Expense	613.17
Total Payments.....	6,085.60
Balance on Hand.....	\$6,846.47

Membership

Members, June 30, 1923.....	1226
Affiliated, Mo. of July, 1923	19
Terminated, Mo. of July, 1923	18
Gain.....	1
Membership, July 31, 1923.....	1227

	Mo. of June, '23	Mo. of June, '22	Increase
Amount of Pay Roll.....	\$237,106.89	\$205,567.19	\$31,539.70
K. W. H. Generated—Steam.....	3,655,572	997,100	2,658,472
K. W. H. Generated—Hydraulic.....	13,243,797	14,423,699	*1,179,902
K. W. H. Purchased.....	2,622,962	1,536,799	1,086,163
M. cu. ft. Coal Gas Made.....	186,472	186,952	*480
M. cu. ft. Water Gas Made.....	128,498	82,634	45,864
Tons Steam Coal Used.....	7,907	4,223	3,684
Tons Gas Coal Used.....	17,193	16,845	348
Gallons Gas Oil Used.....	271,635	326,821	*55,186
Tons Coke Made.....	12,017	12,098	*81
Gallons Bengas Made.....	118,400	120,005	*1,605

*Denotes Decrease.

Personals

The many friends in this Company, of Mr. William White, of East Station, bear with him in the recent death of his wife, Catherine I. White, who died suddenly on August 23rd. Besides her husband, Mrs. White leaves two sons, Raymond J. White, of Rochester, and William L. White, of Winnipeg, Man., and four grandchildren.

We are very sorry to learn of the death of the mother of Mr. Vincent Hoddick which occurred recently in Detroit, Michigan. We extend to the bereaved families the sympathy of their many friends and associates in the Company.

Mr. Rees, of Station 33, spent his vacation during the latter two weeks of this month in the country where he enjoyed an excellent rest.

Mr. Ellithorpe, and Mr. Sellinger of Station 33, have been spending their vacations motoring throughout New York State, the former visiting friends in Conojaharie, and the latter spending some time at Albany.

Mr. Wm. Morris spent part of his vacation period this year in New York City.

On August 11th, Miss Ethel M. Bridgland, of LeRoy, became the bride of Mr. William R. Schaad. The ceremony was performed at the parsonage of the Methodist Church, by the Rev. John F. Leffler. Mr. and Mrs. Schaad took a trip to the Thousand Islands and are now making their home in this city.

On Saturday, August 11th, the marriage of Miss Muriel Webb and Mr. Lawrence Bagnall was solemnized at the home of the bride's parents on Melville Street, this city. After a wedding dinner, the bride and groom left for Fourth Lake, the scene of their honeymoon. Upon their return to this city they will make

their home at 43 Pearl Street.

Mr. Arthur Morrell, of the Meter Reading Department, enjoyed an extended motor trip to points in Canada and western New York state during the week of August 5th to 12th. The good roads encountered added to the enjoyment of the fine weather, and many interesting sights were viewed at Niagara Falls and Buffalo, N. Y., as well as Bridgeburg, Hamilton, and Chippewa, Canada. One of the most interesting and educational features of the trip was an inspection of the mammoth plant of the Niagara Power Company, on the Canadian side.

Mr. Elmer Lerch and Mr. Jack Wahl have received the congratulations of their fellow members of the Pi Phi fraternity on the great success of a house party which they engineered recently at Sodus Point for their entertainment.

Mr. Albert C. Bramer has returned from a vacation trip to the Adirondack Mountains and other places of interest to the tourist found in eastern New York state.

Mr. Carl Erbach, accompanied by two of his gentlemen friends, set out during the latter part of August for an interesting tour which included the following places. New York City, Coney Island, Philadelphia, Pa., Washington, D. C., Charleston, Virginia and many other smaller cities. The trip was made by automobile.

Mr. Louis Serra, formerly of the Coke Sales Department, has been transferred to the Investment Department. After completing a course of instruction in the Educational Department supplemented by visits to various Company Stations, Mr. Serra has qualified for employment as stock salesman. He will work under Mr. Gosnell, selling the Company's 6% Preferred stock.

Mr. Alfred Wittig, of the Garage, recently received patent papers from Washington which gives him the right to manufacture and sell a very ingenious attachment for Mason fruit jars.

Mr. Harvey Meyers, of the General Construction Department, has left the employ of the Company and entered the broad field of real estate, as a salesman. Recent reports show that Harvey is "making good", which is no surprise to his friends here.

"It's a girl", said the Doctor to Mr. and Mrs. Claude Thibault on July 26th, after the stork left a substantial package at their home, and they named their little daughter Corrinne. Mr. Thibault is an employee of the Order Department.

There is a new baby also at the home of Mr. and Mrs. Arthur Rissberger, Flower City Park, for Frederick Owen Rissberger made his appearance on the night of July 2nd. Now Gas and Electric News is looking forward to two baby pictures for its children's page, and takes this opportunity to extend congratulations to both happy families.

Mr. Carlton Morse after returning from his vacation at Stop 18, on the Manitou Line, will begin work in the Application Department, having been transferred from the Mailing Department.

Mr. James Fassanella, of the Domestic Sales Department, went to Montreal, Canada, to attend the convention of the Knights of Columbus held there recently. Jim says Canadian crops are as dry as ours are but in other respects the drouth is not so marked.

Mr. Charles "Pop" Dowd, who has been associated with the Company for about 20 years continues to keep up a goodly average of sales, mostly gas heaters and ranges.

Mr. Thaney, of the Sign Department, and family, who are summering at Conesus Lake will soon return to Rochester after enjoying an excellent vacation and rest. Mr. Thaney during this period has been motoring to and from the Lake.

Mr. Martin Quinn on his vacation spent a number of days in the Berkshire Mountains, and motored to other

adjacent points of beauty and interest.

Mr. William Gosnell, accompanied by his family, spent the last two weeks of August vacationing in the Adirondack Mountains. An excellent motoring trip was greatly enjoyed.

Mr. Angus McKay did not spend his accustomed two weeks at Conesus Lake this season, but purchased an automobile which he pressed into vacation service with equally as pleasurable results. Unlimited fishing grounds are now opened up to Mr. McKay, whose angling proficiency is well known.

Miss Marie Cossolino enjoyed her vacation visiting friends in Utica and Niagara Falls.

Mr. Joseph Schnorr whose last year's vacation was interrupted because of his activity in tracing coal shipments, had a real one this year. He enjoyed two very happy weeks at Fourth Lake, in the Adirondacks, spending much of the time there canoeing and climbing mountains. Joe says it seems rather flat in Rochester, since his return.

Miss Brogan who demonstrates Simplex ironing machines on the Main floor, has returned from an extended trip to New York City and Coney Island.

Miss McNamara, of the Sweeper-Vac Department, recently visited her home in Canandaigua, and enjoyed a motoring vacation to various places in New York State, stopping for some time with friends in Buffalo.

Mr. Renner, who has been selling Simplex ironing machines for this Company, has severed his connection with it and left for Detroit to follow the same line of work in that city.

Miss Thelma O'Connor has returned to the Domestic Sales Department where she has resumed her work at the lamp Counter.

Miss Cameron, of the Stenographic Department, has returned from an enjoyable vacation spent at various places in New York State.

Miss Ethel Fuller spent her vacation visiting an uncle at McKeever, in the Adirondack Mountains. While there she was a member of a camping party and enjoyed living in the open for a number of days and nights. On the way home she stopped off at Niagara Falls for a short visit with friends there.

Miss Neuhriel recently spent two weeks at Sodus Point and thoroughly enjoyed a very restful vacation.

Mr. Norman F. Amos, of the Meter Reading Department, has left the Company's employ to enter the restaurant business, having purchased the lease of the Lakeside Restaurant, 4430 Lake Avenue.

Mr. and Mrs. Thomas J. McGraw who were recently married enjoyed a trip during the latter part of August to numerous places in Canada. The associates of Mr. McGraw in the Meter Reading Department state that while most fellows, this time of year, go to Canada for deer, "Mac" got his "deer" in the States and went to Canada afterward.

Mr. Leon Newman recently enjoyed an excellent rest and vacation at home.

Miss Gertrude Shippey, who was formerly employed in the Mailing Department, is now a member of the Coke Sales Department, where she is now thoroughly at home.

Miss May Fuerst set out for the Thousand Islands on August second, where she rested and vacationed and otherwise enjoyed an excellent time.

Miss Marion Moore, her mother and two aunts composed a quartette which recently enjoyed a motoring trip in a large Cadillac touring car for points in the near West. Knickers were worn by each member of the party. Turns were taken in driving and changing tires, when necessary, however, no serious tire or motor trouble intervened to spoil an otherwise perfect trip. We are wondering if insidious remarks we have all heard

in reference to the "weaker sex" may not have been overdrawn.

The many friends of Mr. J. T. Hutchings, a former President of this Company, will be glad to know of his further advancement in the ranks of the United Gas Improvement Company, of Philadelphia. On June 11, 1923, Mr. Hutchings was made a Vice-President of that large organization, and placed in charge of operation.

The girls of the Coke Sales Department recently held a sausage roast at Sunset Park. Among those who attended this successful affair are the following: The Misses Shippey, Hendley, Moore, Clancy, Young and the Messrs. Banks, Crouch, Diamond, Mahon and Wahl. Music was provided for dancing by Mr. Harold Diamond, accompanied by Mr. George Banks.

Miss Elseheimer, of the General Construction Department, recently spent a very enjoyable two-weeks vacation among friends at Elgin, Illinois.

Mr. Leo Brazill recently purchased a new Ford touring car. This car is so full of pep that it is said to pick up speed every time it passes a gas station.

Mrs. Hoffmann, of the Domestic Sales Department, spent a number of days during August at Buffalo, N. Y., and had a delightful time among friends in that vicinity.

Mr. William J. Brown has purchased a new Case car which he and his family are greatly enjoying.

Miss Eileen Purcell has left the Company's employ to take up new duties at the office of the Rochester Journal and Post Express. She is employed in the Classified Advertising Department.

Mr. Goldberg has returned from a two-weeks vacation and is now back at his accustomed place in the Store room.

Mr. and Mrs. Frank H. Wagner, accompanied by their son and daughter-in-law recently motored to Albany and New York City.

Mr. Frank Hutchinson has returned from an automobile trip to the home of relatives in the Catskill Mountains, a journey which his brother Kenneth took earlier in the summer. Frank says driving was easy because his "Flivver" knew the road by heart and stopped at service stations with almost human intelligence whenever it needed liquid encouragement—please don't misconstrue our meaning.

Miss Hamm, of the Telephone Information Department, was one of a party which recently motored to Cleveland. The roads, she informs us, are in excellent condition and the trip was an unusually pleasant one.

Miss Sauers recently visited her home in East Rochester and enjoyed an extended visit among relatives in the eastern part of New York State.

Mr. John Morgan of the Collection Department has been transferred to the Telephone Information Department.

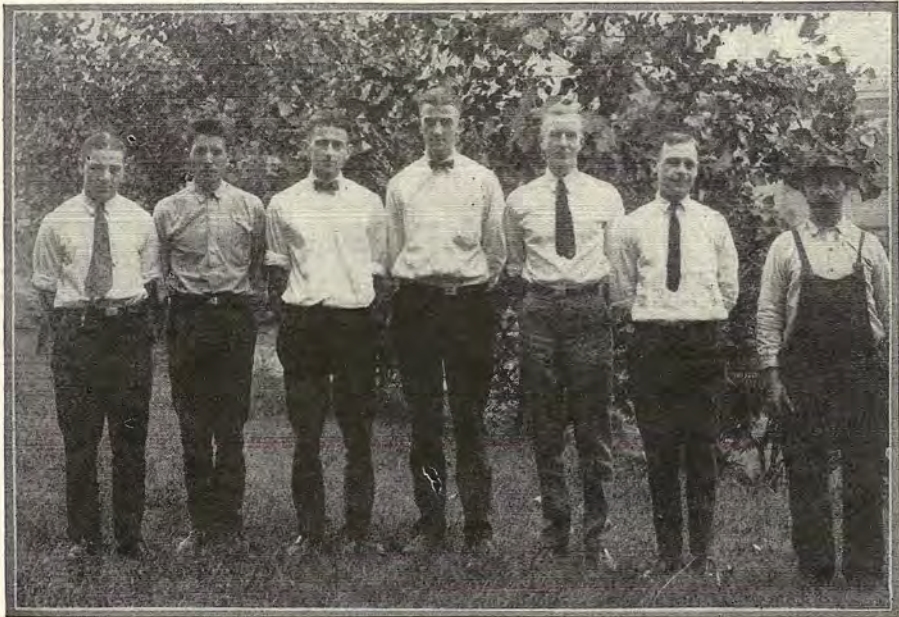
Mr. Floyd Cazeau, of the Telephone Information Department, will soon leave the employ of the Company to enter the Keith Vaudeville Circuit as a trombone player in a road troupe which opens its season in Syracuse, during State Fair week.

Mr. Edwin A. Gruppe of the Industrial Department was in Kingsport, Tenn. from July 1st to 21st laying out a new power distribution system to take care of the 2500-kilowatt load at the Tennessee-Eastman Corporation.

Mr. Benton J. Sauppee of the Industrial Sales Department spent his vacation at York, Pa. and Baltimore, Md.

Employees of the Coke Bins

"The Men Who Keep the Wheels Turning" Series



Left to Right: Messrs. Banks, Nick, Wahl, Diamond, Evans (Head of Dep't), Owens and Ventura.

FUMES FLASHES



A COG

"I'm but a cog in life's vast wheel
That daily makes the same old trip;
Yet what a joy it is to feel
That but for me the wheel might slip!
'Tis something, after all, to jog
Along, and be a first-class cog!"—*Selected.*

FORMALDEHYDE COMPOSITION

Hostess: "Our drawing room is just crowded
with Velasquezes and Murillos."

Mr. Mulrooney (from the Gas Plant)
"Have ye ever tried swabbing drip oil along
th' cracks, madam?"—*Selected.*

HARDLY

Albert—Ma, kin I go out in the street? Pa
says there's going to be an eclipse of the sun.

Ma—Yes, but don't get too close.

—*Selected.*

DON'T GET YOU ANYWHERE

"No, sah, Ah don't never ride on dem
things," said an old colored woman looking in
on the merry-go-round. "Why, de other day
I seen dat Rastus Johnson git on an' ride a
dollah's worth an' den git off at the same place
he started at. I says to him, 'Rastus,' I says,
'yo' spent yo' money, but whar yo' been?'"

—*Selected.*

RUTH GETS OFF ONE

Ruth rode in my new cycle car
On the seat in back of me—
I took a bump at fifty-five
And rode on Ruthlessly.

—*St. Augustine (Fla.) Record*

A JAZZ BABY

She gently rocked the baby
In its cradle, to and fro;
She sang an old-time lullaby,
The kind our mothers know.
The baby gazed at her askance,
Within its eye a tear;
"Why don't you cut that stuff" it said,
"And jazz it, mother dear?"

—*Brown Jug.*

A young man with a pretty but notoriously
flirtatious fiancée wrote to a supposed rival,
"I've been told that you have been seen kissing
my girl. Come to my office at 11 on Friday.
I want to have this matter out." The rival
answered, "I've received a copy of your circular
letter and will be present at the meeting."—
Argonaut, San Francisco.

"SPIRIT WILLING BUT —"

Housewife—"Of course you expect to work
for your meal—you're glad to find a healthy
woodpile!"

Ragged Robin—"Lady, every time I sees one
I gets a splitting headache!"—*Selected.*

SHERLOCK HOLMES IN LOVE

"And when I kissed her I smelled tobacco."

"You object to a woman who smokes?"

"No, but she doesn't smoke."—*Selected.*

THE NIGHT BEFORE PAY-DAY

'Twas the night before pay-day

And all through my jeans

I was searching in vain

For the price of some beans.

But nothing was doing,

The milled edge had quit.

Not a penny was stirring,

Not even a jit.

Forward, turn forward,

O time in your flight;

Make it tomorrow, once,

Just for tonight.

—*Southwestern Telephone News.*

GENUINE

"Mac, would you like a little of something
Scotch—the *real* thing?"

"Well, now—I never——"

"Of course you would. Mary, bring out
that pot of Dundee marmalade."—*Life.*

THE LIMIT

Mrs. Key was visiting some friends and
left the following note for her nearest neighbor:

"Dear Mrs. Garrison: Would you please
put out a little food for the cat I have been
feeding this winter? It will eat almost any-
thing, but do not put yourself out."—*The
Booster.*

LIKE A PANCAKE

"Do you think your husband was broadened
by his European trip?"

"No—flattened."—*Legion Weekly.*

QUITE RIGHT

Diner—"I have eaten much better steaks
than this one."

Waiter (through force of habit)—"Not
here, sir, not here."—*American Legion Weekly.*

THERE are three kinds of workers
even among those who have been
instructed in the art of doing things:

First: Those who have to be told
what to do and then watched while they
do it;

Second: Those who have to be told
what to do but do not need watching
while they do it; and

Lastly: Those who can see what
ought to be done and do it without
waiting to be told or needing to be
watched.

—*Selected*



Courtesy

COURTESY conquers all and costs nothing. By its grace the most insignificant man represents a positive value. It is a sign which makes us assume the presence of other pleasant traits—benevolence, gentleness, good education. Not to make use of courtesy would be equivalent to rejecting a treasure that is offered to us for nothing. When courtesy springs from the heart it reaches hearts. Then it protects us, as picked artillery protects the army that follows it. We advance pleasantly through life, since everything yields before its enchanting force, which wins hearts and fancies along the road.

—*Jean Finot.*

